

Remedies are Needed

Were we perfect, which we are not, medicines would not often be needed. But since our systems have become weakened, impaired and broken down through indiscretions which have gone on from the early ages, through countless generations, remedies are needed to aid Nature in correcting our inherited and otherwise acquired weaknesses. To reach the seat of stomach weakness and consequent digestive troubles, there is nothing so good as Dr. Pierce's Golden Medical Discovery, a glyceric compound, extracted from native medicinal roots—sold for over forty years with great satisfaction to all users. For Weak Stomach, Biliousness, Liver Complaint, Pain in the Stomach after eating, Heartburn, Bad Breath, Belching of food, Chronic Diarrhea and other Intestinal Derangements, the "Discovery" is a time-proven and most efficient remedy.

The genuine has on its outside wrapper the Signature

Dr. Pierce's

You can't afford to accept a secret nostrum as a substitute for this non-alcoholic, medicine of known composition, not even though the urgent dealer may thereby make a little bigger profit. Dr. Pierce's Pleasant Pellets regulate and invigorate stomach, liver and bowels. Sugar-coated, tiny granules, easy to take as candy.

THE Famous Rayo Lamp

Once a Rayo user always one.

The RAYO LAMP is a high grade lamp sold at a low price. Wherever it is sold it is the best lamp at any price. The Burner, the Wick, the Glass, the Shade, all are vital things in a lamp; these parts of the RAYO LAMP are perfectly constructed and there is nothing known in the art of lamp-making so well adapted to the value of the RAYO as a light-giving device. Suitable for any room in the house. Every dealer everywhere. If not at yours, write for a descriptive circular to the nearest Agency of the

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(Incorporated)

For COLDS and GRIP.
Flick's CAPSICUM is the best remedy—relieves the aching and feverishness—cures the cold and restores normal conditions. It's liquid—effects immediately. 10c., 25c. and 50c. at drug stores.

The Exception.
"Then you don't believe in married women running for office?" said the suffragette stiffly.
"Oh, there are exceptions to the rule," said the suburban man with a smile. "Now, there is one office I don't object to my wife running for."
"And what is that, sir?"
"The employment office when we haven't a cook."—Chicago News.
Hard to Choose.
"Who is your favorite in this pole controversy?"
"Peary, Hearn, weary," chanted the poet. "Cook, hook, book. I can't quite make up my mind. They're both good for rhymes."—Houston Chronicle.

None but the contemptible are apprehensive of contempt.—Rochefoucauld.

All Who Would Enjoy

good health, with its blessings, must understand, quite clearly, that it involves the question of right living with all the term implies. With proper knowledge of what is best, each hour of recreation, of enjoyment, of contemplation and of effort may be made to contribute to living aright. Then the use of medicines may be dispensed with to advantage, but under ordinary conditions in many instances a simple, wholesome remedy may be invaluable if taken at the proper time and the California Fig Syrup Co. holds that it is alike important to present the subject truthfully and to supply the one perfect laxative to those desiring it.

Consequently, the Company's Syrup of Figs and Elixir of Senna gives general satisfaction. To get its beneficial effects buy the genuine, manufactured by the California Fig Syrup Co. only, and for sale by all leading druggists.

The Ideal **PALATAL** A Cream of Cathartic. Children like the spoon. Batters Flatulency, Colic, Constipation, Acid Stomach. 2 Cts. All Druggists.

Children's Coughs Cause the Little Ones Much Unnecessary Suffering.

PISO'S CURE

THE BEST MEDICINE FOR COUGHS & COLDS

Gives instant relief—soothes and heals the little throats and prevents more serious illness. Children like it too—pleasant to take and does not upset the stomach.

All Druggists, 25 cents.

So. 47-09.

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Removes all swelling in 2 to 3 days. Effects a permanent cure in 10 to 15 days. Trial treatment free. Write Alfred Post, New York, N. Y., or Boston, Mass.

GOOD ROADS FOR THE APPALACHIANS

Answer to Question How to Get Them—Appropriate the Money and Spend it Intelligently.

Mr. M. L. Shipman, commissioner of Labor and Printing, North Carolina, addressed the Good Roads Congress recently held in Asheville, in the following clear and pointed suggestions, which we print in full as helpful in the great campaign of education along this line as a basis of our continued progress and development:

"Mr. President and gentlemen: The object of this meeting has been clearly and tersely stated: 'How can we obtain good roads in the Southern Appalachian Mountains?' To this the obvious answer are: Have the will to get them; get the money to build them; spend the money right. These things mean, of course, the collective will, the concerted action, the unselfish purpose of the whole people. And that is an ideal without education. The first step therefore is to preach, to demonstrate, to insist; to advertise and illustrate; to repeat and reiterate. There will be need too of tact, need of statesmanship, need of patience. The instruction must be concrete, in words of one syllable, in examples of dollars and cents. Before the collective impulse is obtained, there will have to be individual conviction—conviction and conversion, too, of a people who are strong in the tenacity with which they cling to old ways, cautious before they are led to accept new doctrines. There will have to be a propaganda of unity among a people prone to dif-

ferent interests, and to a centralized system under the complete control of either state or nation. But there should be given an incentive to the counties and townships to declare for, and tax themselves for, good roads in return for aid in consideration of assistance from the state at large. To the end of highways that shall be properly constructed, that shall be judiciously planned and that shall be the logical parts of a system destined to network the state with pike and by-road, each adequately constructed and maintained, I take it that the greatest measure of success will follow upon the highest uniformity of conception and construction. Once the state is as thoroughly committed to the principle of good roads as the people are to good schools, there will be at once the end of haphazard method and ill-defined plan. The old religious conception of the moral advantage of a rough and "narrow" way has been relegated finally to the realm of allegory. That is where it belongs. 'Facilis descensus avari' may have once been true. Our aim now ought to be to make the way to market equally broad and equally smooth. It is to an industrial and commercial haven that we must look for the broadest measure of moral expansion. The road that is narrow is now the road preferred by vice and shunned by virtue. The church and the school house seek the highway. Heretofore, the very vital need which every resident of our country districts has felt for improved highways has, in a sense, contributed through jealousy and contention to postpone and hamper the good work. Who of us has not sickened at the spectacle of county wrangles over road routes? Who, if he has ever yielded so far to ambition as to sit on a county board, has not prayed fervently to be delivered? Or, if he has been merely a spectator of the abuse and scandal heaped upon their defenceless heads, has not taken satisfaction in the thought that his troubles, at least, were not complicated by the laudable desire to shoulder those of his friends and neighbors? From the very nature of the case, the county unit is too small an one to permit of the proper mapping of even its own roads.

Individual Work
However well the work may be done in the individual county—and there are brilliant examples—it must inevitably, if performed with sole regard for such a unit, not only result in discord and lamentable dissension, but it must also fall of its best opportunity, in scope, in purpose and in progressive economy. What we need, therefore, in these comparatively smaller counties of the west, is a system of road building, declared upon and endorsed by the state, which will aid the county in its work, while at the same time giving full scope for the exercise of county enterprise and the enlistment of county pride.

Already there is in the state policy towards schools a feature that it seems to me is a direct precedent and justification of the general plan that I have in mind on this road matter. I refer to the fund from which we are establishing the rural school libraries. I have not the figures at hand, nor am I proposing to deal in figures, even a statistician must now and then take a day off in the interest of truth but we all know the gratifying success and extension which has followed the execution of that policy. In short, the state sets aside a fund, raised by taxation out of the whole people, and says to every school district in the state: "See here, do you want a library in your school? Then go to work to get one."

State Aid.
"Raise a certain amount and the state will supplement the fund in your district, out of the fund collected from the whole people, whether they qualify themselves for libraries or not." We know the result and it took but a superficial knowledge of human nature to forecast it. There is something of the trader in us all—and a little more—if reports of some down-casterners alleged experiences be true—in us, of the west, than in others. "The state is dotted with rural libraries, selected by the far-sighted and cultured heads of the educational department, which were purchased by the people with voluntary donations of their means because they wanted to get the benefit of the state fund. As a result, there have been placed in the hands of the poor the magic means whereby their souls are stirred to rise. There have been placed before the wondering eyes of those ripening in darkness the radiant visions of the fields of light which they may hope to win; there has been held forth to a groping ambition and fettered genius the golden wand of opportunity and inspiration. Who can measure the volume or gauge the current of the swelling flood of influence for good set in motion by this one simple device, the beauty of which is its utter democracy of operation, from centralized charity or patronage, and have we not in the library method and the kindred policy of the state towards the special school tax districts the lesson and the inspiration that shall, on a large scale, make feasible, practicable and enduring the great and universal system of roads which is to bless our country?"

Suppose the state were first to commit itself to a great mountain-to-the-sea turnpike, beginning, say at Asheville and terminating at Wilmington. Suppose that to encourage the construction of feeders to this great arterial highway it were to issue its bonds in adequate amount, and deposit them with the state treasurer to be delivered in proportion to bonds issued by the several counties for roads within their borders, planned and surveyed in accordance with the comprehensive suggestion and advice of an expert and far-seeing highway commission? Would not such a plan stir the local pride in each county? Would there not be a rush on the part of the people to obtain their proportionate benefit of that for which they would all be proportionately taxed? Would the counties and the people not catch the fever of doing the right thing, as well as seeing the

right thing to do while neglecting to do it? It would be "up to" the people. It would be intelligent self-help. It would mark the end of bigging and usher in the era of concerted action. Each county would have its vote, each township would have its voice. The result would be the results of the majority—Vox Populi making a sober, instead of its too-often drunken choice.

Hope of West.
It is out of some such policy as this—which I have roughly suggested—that I conceive must come the hope of Western counties for adequate roads. We have here the richest heritage of nature, but nature seems to gauge the measure of her rewards to men by the measure of men's toil. Through the years in this mountain country we have been approaching a destiny limited only by the way in which we meet the condition that holds it in lease. The condition is transportation. Transportation is spelled in syllables of roadways. When we of the mountains look upon our massive hills, when we consider our rich but deep-lying valleys, when we contemplate the wonders of our high-lying yet fertile isothermal coves, when we gasp in calculation of our water powers and the wealth of our pungent forests, when we dream of the mineral riches that core the hearts of our eternal crests; when we translate these opportunities into terms of transportation, we are apt to sigh for the levels of the east in anticipation of our own Herculean task, forgetting in the realization of the work the infinite quality and quantity of the infinite. So far, we are as miners working placer gold in pans. We have not such a shaft. So far, and truly, we have not had the capital upon which to realize our heritage.

Railroads and Manufacturing.
Here and there a railroad has burrowed into our mountains. Along the railroads we have prospered in manufacturing, in mining, in the smallest proportional way in the transportation of our products. The railroads are the arteries of trade, leading from the mountains to the plains and to the sea. Where are the veins of that trade, the lateral system wherein must circulate the blood of our body of civilization? Shall we keep them clogged, as now, with fumes and misgivings? Or shall we take a physic for our health? It is to our interest to join the state in the effort to bring our resources into easy reach of all men? Is it to the state's interest to share with us the expense of accomplishing speedily and for all time what we, unaided, could accomplish only superficially and with travail?

No policy such as has been hinted could, of course, escape two classes of critics who are always with us. We might safely count, I am sure, on the objection of some constitutional lawyers and on objection, on the same ground, from some legal laymen fond of referring to Magna Charta and the Bill of Rights as the "greatest documents ever written." We might also count, to a surety, on the vociferous objections of certain parties at home and elsewhere, who, at the mention of bonds for any purpose, are apt to froth at the mouth between loud cries of "pay as you go," and gasps of "Putting a burden on posterity."

In answer to the constitutional students it might be suggested that state aid to roads is founded on precedents running into and behind the "Dark Ages," and so good that some of the roads that resulted stand today as models after the passage of time so vast that not even hieroglyphics can record its beginning. Also that the constitution of the United States would be a better working document if the present government do more toward extracting the usefulness out of the "Post Road Clause" and that the state certainly contains nothing prohibitory and much out of which the power could be logically constructed. While to our friends of the "pay as you go" morality for the people (they without exception are willing to take credit for themselves) might be answered their gasping soliloquy for "posterity" in the phrase of that gifted senator, whose name I do not now recall, who once replied to a similar plaint: "Posterity, Mr. President, what in the hell has posterity ever done for us?"

For my part, as to posterity, I believe that we can best serve our progeny by serving ourselves; that we can assure them the opportunity of happiness and prosperity by leaving them a land developed and fit for their hands, and by leaving them, through such development, the means and the culture to appreciate and promote it.

We Are Posterity.
"Posterity!" We are posterity. In charge of it, responsible for it and to it. In the words of the German proverb, "Das ewig uns Hinus"—"the eternal springs from us."—"The eternal springs from us." Teach this to our mountain folk, simply, plainly, honestly. Woe them away from prejudices, fire them against the trine of "let well enough alone." Teach them by example, in part and in charity for faults that are superficial as the storm-sears on hills, and the good roads movement the next in order of our progress towards wealth and learning, morality and peace, will find at their hands a response the stronger for its delay and a courage the surer for reflection before battle.

The intimate relationship sustained by the press to all agencies of progress is sufficient guarantee that it may be relied upon to supply its full quota of the ammunition needed in this educational warfare against ignorance in road construction. The press is always ready to sacrifice any needed proportion of its service on the altar of public good, and is ever ready to encourage measures looking to the development of the country along the lines of morality, education and industrial progress.

The "Twin Cities" of Minnesota—St. Paul and Minneapolis—are talking about uniting and a bill to that end has been introduced in the Legislature.

THE EPICURE'S CORNER

FRUIT BATTER PUDDING.

Make a batter with two teaspoons of flour, four eggs and a pint and a half of milk. Pour this into a striping tin into which a good supply of fat has been heated to boiling point. Add quickly to the mixture a pound of currants, raspberries, or a pound of which have been previously stewed with two tablespoonsful of sugar. Cook till nicely browned and serve very hot.—Baltimore Star.

TOAST MERINGUE.

This is a sort of idealized toast which proves tempting to the capricious appetite of an invalid. A slice of thin, evenly browned toast is dropped for an instant into fresh boiling water that has a pinch of salt in it. Over the range meantime have a tiny saucepan or cocotte with three tablespoonsful milk and a little piece of butter about the size of a hazelnut. As soon as hot add the stiffly beaten white of one egg and let cook just long enough to heat thoroughly. Pour the cream and egg over the toast, cover with a hot plate and get it to the invalid as quickly as possible. Like most other foods prepared for the sick the success of this dainty depends on its careful making, attention to detail and hot and quick service.—New York Telegram.

BEEF HEART—VEAL STUFFING

Soak heart three hours in cold water; remove muscles; take out every atom of blood; make filling as follows: One pound of uncooked red salt pork, one-quarter pound salt pork, chopped fine; one-quarter pound sausage meat, two heaping tablespoons of dried bread crumbs, tablespoon of onion juice, one spoon salt, one-quarter teaspoon black pepper, one egg, slightly beaten. Mix all these ingredients well together and stuff the heart; wrap tight cloth; sew it; stand in small saucepan point down; cover with boiling water; simmer slowly three hours, heat it out; remove cloth; bake a quarter of an hour, basting every ten minutes with a little melted butter; serve with brown sauce or pan gravy.—Boston Post.

MUSHROOM DSH.

A mushroom dish new to many persons combines oysters with them. The mushrooms are first cooked in butter. Then they are placed side upward in a shallow dish, oyster is put into each cup, sprinkled with salt and pepper. The dish is put into the oven and there till the oysters plump. It should be served with hollandaise sauce.

For the sauce season a cup and a half of white stock with a slice of carrot, a slice of onion, a bit of leaf, half a dozen whole peppercorns, a sprig of parsley, and cook fifteen or twenty minutes. Strain, blend with three abiespools of flour and the same quantity of butter rubbed to a cream, add a full of hot milk, season with salt and pepper.—New York Sun.

HOUSE HOLD HINTS

Try adding a small spoonful of lemon juice to fruit that does not ripen readily.

Use a pinch of soda when cooking sour fruit and it will require less sugar.

If you wish to iron a starched hem in a short time sprinkle with hot water instead of cold.

When salad dressing shows a inclination to curdle, add a small amount of soda.

Good treatment I have learned for a rusty wire clothes is a coat of paint; two coats as better.

Boiled or roasted meat, iron to be eaten cold, will keep better and more moist and tender, this way.

When the skin of a piece of meat is removed by pouring boiling water over them.

One way to utilize beautiful pieces of real lace upon an afternoon toilet is to employ it as undersleeves, drawn into the cuffs at the wrists.

Fruit can be hulled much more quickly and comfortably if a bowl of cold water is kept close at hand, into which fingers are dipped whenever a crushed berry sticks to them.

Left-over biscuit, which are far from palatable warmed over, can be cut into slices and toasted or buttered on both sides, cut into dice and browned in the oven as a substitute for croutons.

The New York Times tells of a woman who carries when traveling in her bag a small wire toaster just big enough to fit over a glass globe. With this at hand it is easy to get a cup of hot tea at short notice or heat curling irons without holding them in the flame or dimming the light.



M. L. SHIPMAN.

For a non-partisan ambition among a people fertile in politics and susceptible of motive.

How are we going to do it? How are we going to win for ourselves as a principle that which we individually endorse and about which collectively we are so apt to divide?

Believes in Good Roads.
I would not be taken as speaking as a pessimist. I believe in good roads as a theory, and I believe in their future among this people as a fact. If I suggest temperamental difficulties as opposed to physical ones, it is because of my confidence in the worth and stability and potency of my people. When they want good roads they will get them. Trust the mountain character for that. The thing is to make them see that they want them. Among the experts that are gathered here it would be worse than useless for me to attempt to set forth the advantages of good roads over bad ones. It would be idle for me to go into the question of how the roads should be built, when the time comes to do the actual work of construction. In this respect I know that I am not an expert. I know it not from innate modesty but from sad experience. In common, I take it, with many another who is here today, I have built roads, or assisted in constructing them, myself. And I have hidden over my own handiwork afterwards—had deep—and cursed it as I rode. The bitter humor of the old-fashioned method of road building has already sunk deep into the understanding of the people. When the time for the great revival comes, the work will be in able hands. And the people will not regret their sweat.

But let us in the spirit of confidence that should characterize this meeting, confess that old prejudices are slow in dying among us. In spite of improvement here and there, in spite of healthy and slowly leavening agitation now and then, the work yet almost awaits its start. Among other things, some of us have incidentally—now and then—"dabbled" in politics. When we haven't gone in swimming ourselves, we have observed others sailing their unstable crafts on the sea of statesmanship. And we have also observed that the easiest way for any ambitious servant of the people to commit legislative harp is by means of political shipwreck. has been to pass a road law for his county. This question of good roads is one calling for the broadest statesmanship rather than any brand of politics, but even measures of statesmanship must be executed by politicians. In any handling of this question, therefore, the politician must be considered and protected—not only for his own good, but for the good of the cause itself. For politicians are not good martyrs unless there is an issue in the role, and we must not expect to pave our roads with the political corpses of self-sacrificing legislators. Under such a system, even those roads that we have would speedily fall into a state of sad disrepair—not to say innocuous desuetude.

Out of Politics.
The matter of roads, therefore, should be, in as large measure as possible, taken out of the hands of county determination. By this I do not mean, of course, to advocate a

VITALIZER

There is Hope

RESTORES LOST POWERS. A weak man is like a clock run down. MUNYON'S VITALIZER will wind him up and make him go. If you are nervous, if you are irritable, if you lack confidence in yourself, if you do not feel your full manly vigor, begin on this remedy at once. There are 75 VITALIZER tablets in one bottle; every tablet is full of vital force. Don't spend another dollar on quick doctors or spurious remedies, or fill your system with harmful drugs. Begin on MUNYON'S VITALIZER at once, and you will begin to feel the vitalizing effect of this remedy after the first dose. Price \$1.00 per bottle. Munyon, Cord and Jefferson, Philadelphia, Pa.